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1937 Buick 1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB



OUT OF HISTORY and ONTO THE STREETS

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BUICKS FROM DOWN UNDER

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TORQUE TUBE



Founded in 1980, the
TORQUE TUBE

is published every two months
for the education and enjoyment of the
1937-1938 BUICK CLUB.

World-wide membership dues
are \$40.00 per year.

Membership year is
September 1 to August 31
of the following year.

Persons joining during the year
receive all back issues
from September 1.

All payments must be in U.S. funds.
Please make your check payable to
1937-1938 BUICK CLUB.

The **1937-1938 BUICK CLUB** is
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the **BUICK CLUB OF AMERICA.**

1937-1938 BUICK CLUB website:
www.torquetube.com

Please send all mail to:
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OAKLAND, CA 94620
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9TH CYLINDER



1937 - 1938 Buick Club
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1937/38 Buick Club, P.O. Box 21000, Oakland, CA 94620.

I heard the National Buick meet was a huge success and
that several '37 and '38 Buicks were in attendance. Member
Bayard Guild (#1553) sent in these pictures of the Buicks that
were there. It's funny: all of them were black!



I apologize for this short edition of "9th Cylinder," but
there were so many important stories to fit into this issue, I didn't
have time to say more. On a very important note, I am planning
on making this publishing year my last, so if you are interested
in taking over The Torque Tube next September, please let me know.
I recently took on a new job that has absorbed much of my free time,
so I'm going to very sorry to have to say so long.

Happy Motoring,

Mark

COVER STORY

OUT OF HISTORY AND ONTO THE STREETS

**ROOSEVELT
FOR PRESIDENT**

By Giancarlo Davis (#1748) Photos by Mark Jordan (#1297)

Michael McMillen's house lies perched on a hill above the grind and gristle of Oakland, California's city streets, safely tucked out of sight on a quiet, tree-lined street. In his garage, a hulking machine is swaddled under a dusty, navy blue car, lying dormant like a creature that has been hibernating for a decade. The machine, a dark, royal navy-blue Buick 1938 81F, rests on a set of blocks like an old king on a throne, waiting for the prime moment to reenter the world and dazzle throngs of people who appreciate the car for what it is: an absolute rarity.

McMillen's 81F isn't propped on blocks and shrouded in a dust cover for mechanical reasons: the car is something of a fugitive. A domestic situation had McMillen hounded by a hungry lawyer, and McMillen was afraid the lawyer would discover the value of the car—over \$50,000!

Why the high price? "Only 245 were built, twelve are known to exist today and only three or four that I know of aren't in museums," McMillen notes. It still remains a mystery as why the car is so rare, but Buick possibly stopped production due to the high price of gasoline and a low demand for



the car. McMillen didn't really realize how rare the car was when he first purchased it. "I assumed it was rare when I first bought it, but not as rare as it is now. I assumed there were at least a few dozen left. Now the car is rated almost full classic."

He initially found his 81F at a Reggie Jackson auction in Oakland, CA in 1985. But first, a little bit of the car's history before that fateful day. "The car was purchased someplace in the Midwest, possibly Chicago," McMillen relates. "Then it was sold to the Navy (the Great Lakes Naval Command in Chicago), during World War II. Initially, the car was black, but they painted it dark blue, which was the car's correct naval color. The seats were getting torn from the officers' buttons from their coats, so they reupholstered them with Naugahyde. Then the car was somehow surplused by the Navy shortly after WWII and it was driven up to Alameda, California, in 1946."

The 81F found a home in Alameda from 1946 to 1969. Its owner drove it to work every day to the Alameda Air Station. It was then acquired by the Gitane Company. "A Cajun bunch from Louisiana," McMillen notes. "Their business was primarily transporting people up to Reno to gamble. Gitane and his brother started acquiring a number of cars—about thirty to forty—but then got into a tax bind with the IRS. They told the Gitanes to raise the money to pay the taxes, and when Mr. Gitane had passed away, Mrs. Gitane was stuck dealing with that."

So the Gitanes had no choice but to auction their vast collection and, in the mid-1980s, put their cars up for bid at the Reggie Jackson auction. It was there that McMillen, who was interested in acquiring an older car, came across the 81F. He especially loved the cars from the 1930s. "My dad had a 1938 Chevy 4-door sedan that looked very much like the 81F. I always liked the Chevy's lines and we had that car until I was 10. I was disappointed when it went away. So, when I decided to buy an older car, I noticed that the Buick was even





better, and had the same basic lines and that's what attracted me to the car. I also noticed that almost all of the cars built from 1936 to 1938 were all pretty good-looking cars. When I saw the Buick, I thought to myself that I would never have an opportunity like this again."

McMillen bid on three cars: the 81F (his first choice), a 1936 Ford and a 1929 Chevy. He was outbid on the other two, but remained doggedly determined to get the Buick (The bidding became so heated that McMillen even accidentally bid against himself). He was pleased when he won the bid on the Buick. Even after winning the car, others were keen on obtaining the rare vehicle, but Mrs. Gitane remained steadfast. "She was an incredible honorable lady," McMillen states. "I was in the process of buying a new house at the time, too, and so I had nowhere to keep it. She said that she would keep it stored at her home for a dollar until I had a place of my own. When I finally bought my house, she returned the dollar to me."

McMillen then opted to show his newly-gleaned prized possession at car shows. The shows not only allowed for the public to view his beauty, but also helped him create other contacts in the world of classic Buicks. "When I showed it at the St. Mary's College car show, I met a couple that was with the Auction Era Historical Society. They put me in touch with a 37-38 Buick group. I then showed the car at St. Mary's (or Friendship Day) at the Stanford Linear Accelerator. There, Harry Logan came up and looked at the car. I made some kind of offhand comment like 'reminds you when you were a kid,' and we became fast friends. From then on we went to car shows together."

The car was also shown in Silverado, and at the Dream Machines car show in Half Moon Bay, California, as well as in Woodside for the Shriner's Hospital benefit. "It was shown in original condition and not for points or anything like that. The car seemed to draw a crowd everywhere I went. I looked around me and I saw much more expensive

cars. I think that even though the car was more of a patrician's kind of car that doctors and lawyers owned, people still remembered it (and other Buicks) from their parents and grandparents. Less attainable cars for the time, like Packards and Cadillacs, don't really hold a lot of memories for people. Also, cars much like the Buicks (and the Buicks themselves) have remained in the public's consciousness because they have appeared in dozens of movies. The 81F itself was in Pearl Harbor and Schindler's List."

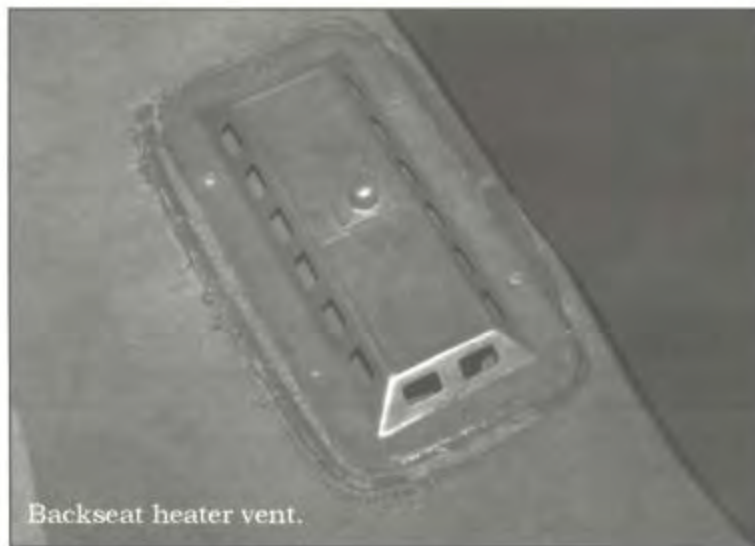
McMillen isn't concerned with competitive showing. "I like something that is done right for my personal satisfaction. It's also pointless to compete against people that have unlimited resources and are able to have a restoration job done completely with a checkbook with no bottom."

As far as the restoration required for the car, McMillen states that, "Paint, upholstery, running boards, and detailing in engine compartment all need work. All the mechanical stuff is functional: the engine works like a charm and shocks and suspension are great." The other piece that needs replacement, according to McMillen, is some



sheet metal that functions as a heating duct. It runs from the engine, under the car and connects to the passenger compartment in the back. The duct serves to transfer heat from the engine to keep the passengers comfortably warm during the winter, but can unfortunately have the adverse effect when the car runs in the summer. McMillen plans to find ways keep his car cool, though. "I'm considering lightening the color up because it can get so tremendously hot in the summer. I'm thinking of a lighter cream or a very subtle tan color, like beige. We took that car to San Simeon once and it was so hot coming back up Highway 101 that we had to get out and sit in the shade for a while. No way to get cool air. The engine temp was awful. I've since put in an electric fan in front of the radiator and a recovery system to recover the water. The people that know this car claim that the blue is the best. But not only does that keep the car warm, the color's Metalfleck [the metallic content that gives its blue a shimmer] will eventually fade in the sun."

McMillen admits that there have been a few challenges in restoring the car. "Specifically," he notes, "it's finding



Backseat heater vent.



the right person to do the interior and outside paint who is not a know-it-all, that doesn't think too highly of himself and won't bite your head off when you make a suggestion and it's your car." He's made a few slight modifications himself, such as adding a fuel pump in the back. "I would also like to set up dual voltage system to make the lights shine brighter. That requires a dual voltage generator. I'd also like to add front running lights."

Soon enough, the car will hit the pavement again, now that his house has been paid off and hungry lawyers hounding for his car have been kept permanently at bay. McMillen, a part-time college professor at the College of Alameda, intends to retire and set his sights on bringing the 81F back on the road. "I now have a little bit of money to continue restoring it. Now that the house projects are done, that's what I will be doing." The world will undoubtedly be more than happy to see the rare beauty drive off its blocks, out of the quiet neighborhood and onto city streets again.



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When Your Car Won't Start... What Would You Do?

Simple Screwdriver Tests Following a Systematic Procedure Will Help in Spotting the Trouble When You Are Stuck on the Road!

When you are out on the road, with no service station or telephone nearby, and your car stalls, what can you do? If you have a screwdriver and a little automobile sense, you can do a lot. You can also do a lot with these two things right in your own garage if your car stalls there. And even if you discover that the trouble is something that you aren't equipped to fix yourself, you can at least give the shop mechanic the proper clues and be sure that he brings the necessary parts to get you back on the road in a hurry.

The chances are that the trouble will be in the fuel system, or the ignition, most likely the latter. With the ignition switch turned on, you can tell immediately whether you have gas in your tank, for the gas-gauge needle should register. If you have gas, take a look at the ammeter. Its needle will show a slight discharge, which is proper; it may swing completely over to show a full discharge, or it may show no discharge at all.

Turn off the ignition switch quickly if the needle shows discharge, for that is a sign of a ground between the switch and the coil, and it could burn off the insulation. Search out the ground and repair it. If the needle shows no discharge, it could mean a dead battery or that the breaker points in the distributor are open, or it may just be stuck.

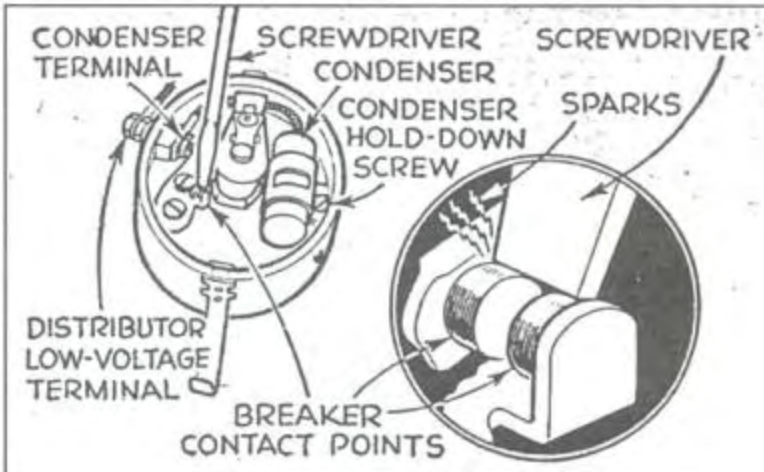
When the ammeter needle shows a slight discharge, it indicates that the current is flowing. You will already have tried your starter; that's how you know you are stalled. But step on it again, and this time note whether the engine turns over freely, for if it does, then both the battery and the starter are functioning properly. If the starter is sluggish, however, it may be because of a weak or defective battery, or the battery terminals may be loose, corroded, or dirty. It also may be caused by a mechanical failure in the starter or starter switch, or by a broken cylinder-head gasket that has allowed water to

seep into one of the cylinders.

To determine what part of the starter circuit is at fault, turn on the light switch and step on the starter again. If lights go out, or become dim, the trouble is probably in the battery or its connections. Clean and tighten the battery connections and the cable terminals, and replace any doubtful-looking cable if you have a spare one. The battery itself may be tested with either a hydrometer or a voltmeter if one of these is available. A hydrometer reading should indicate more than 1.250 specific gravity for a battery that is in good condition, while a voltmeter reading taken across the positive and negative posts should indicate about six volts (or close to whatever the voltage of your system happens to be).

If the lights remain bright when the starter button is pressed, the trouble may be between the battery and the starter, or the starter switch may be at fault. Try the connections in this part of the circuit first. If they are clean and tight, look for the disorder in the starter or starter switch.

Should the ammeter needle refuse to budge when you step on the starter, it means there is no current flowing. This may mean that the breaker points in the distributor have been burned, or that there is a loose or broken low-voltage wire or connection between the distributor and the ammeter.



EMERGENCY PAPER GAUGE

BREAKER POINTS ADJUSTED TO THICKNESS OF FOUR LAYERS OF NEWSPAPER



With a screwdriver, ground the low-tension wire at the distributor terminal. If you don't get a spark with this test, the current is cut off somewhere in the connections leading

aback to the ammeter. Working backward, ground each of these connections with the screwdriver until you come to one where you get a spark. The trouble will be found at this connection, or between it and the distributor.

If you get the spark at the distributor terminal, it is an indication that current is flowing at least that far, and it is usually a safe bet that the fault will be found in the distributor—most likely the breaker points will be burned off or dirty. Take off the distributor cap and check the condenser terminal and the condenser hold-down screw for tightness; then examine the condenser lead wire for a break. Should these things be found in good condition, open and close the breaker points and watch for a spark. If you fail to get one, the points must be cleaned and adjusted.

This cleaning can be done effectively enough in an emergency with the abrasive stop from a book of paper matches, with a knife blade, with the sharp edge of a screwdriver, or with anything else convenient that you can use to scrape the scale from the contact faces. If you have no gauge for setting the gap, a quick adjustment can be made by using a piece of newspaper folded into four layers. This thickness will be about .020 inches, which is the approximate gap setting for most distributors.

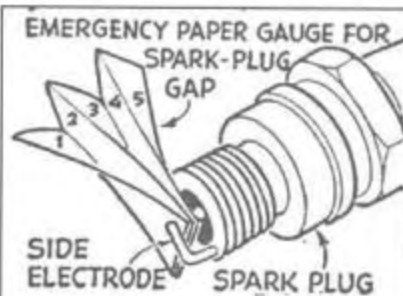
Suppose, when you are on the starter, the ammeter showed a discharge of from 3 to 5 amps and the needle fluctuated rhythmically. This 3-to-5-amp discharge is the normal current the ignition coil draws. Fluctuation of the ammeter needle, which is caused by the opening and closing of the points, indicates that the current is getting to the points. Should the ammeter register between 3 and 5 amps, but remain motionless when the engine is turning, start looking for a short somewhere in the distributor, or the low-voltage lead connected to the coil.

There is a good chance that you will find the short in the condenser, so check this first by inserting a piece of paper between the breaker points to keep the current from flowing to the ground. The ammeter needle should return to zero if the condenser is good. If the needle still registers, take out the condenser hold-down screw and move the condenser away from the distributor. Should the needle now return to zero, the condenser is shorted and the current is leaking through its insulation. Unless he has been forehanded enough to take along a new condenser, there is not much that the average motorist can do about this except to thumb a ride or start walking toward the nearest service station or telephone.

Another way of checking for a defective condenser is to examine the breaker points. If the contacts show a distinct blue tinge with a hard scale on the surfaces, the condenser is leaking. To check further, crank the engine until the breaker points open; then turn on the ignition switch and bridge the points with a clean screwdriver blade. If there are no sparks, the condenser is defective. For further proof, disconnect the condenser wire and again bridge the points with the screwdriver. If the screwdriver does draw sparks this time, it is a sign that the defect is in the condenser.

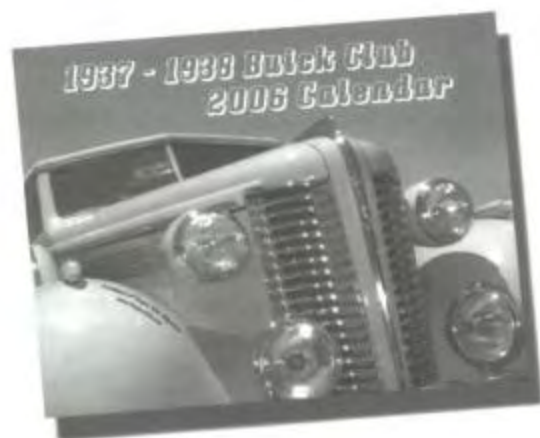
Should the ammeter-starter test prove OK, that is, the needle shows a discharge of from 3 to 5 amps and fluctuates when you press on the starter button, there still may be trouble in the ignition system, or there may be a stoppage in the fuel system. Look into the high-voltage circuit first. Remove the wire from one of the spark plugs and have someone press on the starter button for you; then, while the engine is cranking, hold the terminal of the wire $\frac{1}{4}$ inch to $\frac{3}{8}$ inch from the engine or spark plug base. If you get a fat spark that readily jumps the gap, the trouble is in the spark plugs or in the fuel system.

Before going any further, wipe the outside of the plugs to remove any dirt or dampness that would short-circuit the high-tension current and then try to start the engine again. Should it still fail to start, remove one of the plugs. If the plug is wet around the base, it is an indication that the fuel system is all right, and, naturally, that the spark plugs are at fault. Remove all of the plugs, clean them, and set the gaps. An emergency adjustment for this last procedure can be made by folding a piece of newspaper into five layers for use as a gauge. Always bend the side elec-



Newspaper is also used for emergency setting of spark-plug gaps. Bend only the side electrode in making the adjustment

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TORQUE TUBE TECHNICAL INDEX

The technical index, approx. 30 pages, is completed and available to all Buick Club Members for \$ 5.00 cash or check prepaid. Any copies of any articles will be available for \$ 1.00 per article, postage included.

The index was compiled from reading all 37/38 Torque Tube club magazines issued from 1982 to the latest issue, 7/2005. More than 850 technical references are logged. Some are duplicates, due to the different approaches taken by Buick hobbyist. No effort was made to determine the accuracy of the technical information, neither does the index make me an expert to give advice on 37/38 Buick's.

The purpose of the index is to create a complete Torque Tube library of all technical articles written over the years by hobbyists and make them available to all Club Members and 37/38 Buick enthusiasts. Some articles are only a few lines, some are a few pages and some are reprints from factory bulletins or service manuals.

The index has five columns, as follows:

1. File column - My personal numbering system
2. Volume column - Roman numerals
3. Number column - Issue numbers
4. Page column - Page article starts on
5. Article column - Articles in alphabetical order

If you are interested in receiving the index and/or any articles, please send your request with cash or check to my home address:
Frank Freda, 345 Ridgecrest Dr. Santa Barbara, CA 93108

Please include with your request for any technical articles my personal file number in the first column to the left.

It was a joy to read all the issues published by the Buick Club and to compile this Index.

Frank Freda, owner of 37 Buick-46C Sudan Blue Convertible, 48 Buick Super Black Convertible and seriously looking for a nice 37/38 Century Sedan.

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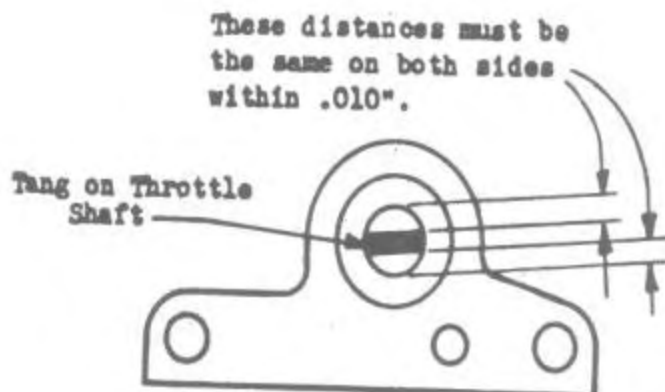
When the engine is hot there have been some cases of carburetor throttle shafts sticking when you have an automatic choke attached to the carburetor. This may be caused by the tongue on the end of the throttle shaft being a trifle too long where it engages the choke camshaft. Heat expansion will cause an end thrust on the choke camshaft, consequently, friction on that part will be very high. This may be relieved by assembling an extra choke gasket, Part number 1300241, between the choke and the Carburetor.

The end of the throttle shaft may also be filed off sufficiently to relieve end thrust on the choke camshaft, but this entails disassembly of the carburetor throttle shaft from the carburetor throttle body.

The tang on the carburetor throttle shaft should also be checked for straightness and for being centrally located in the recess of the throttle

TECHNICAL TIPS

body in order to prevent side load on the choke camshaft. If bent, it may be relocated by carefully bending back the correct alignment of the throttle shaft in the carburetor throttle body.



TECHNICAL TIPS

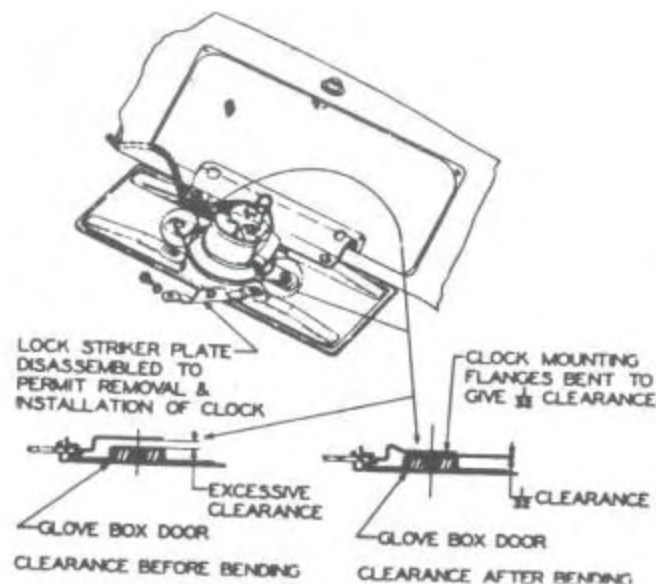
Many times the crystals can break or crack on the '38 clocks. This condition is caused by improper spacing of the clock mounting flanges.

Before reinstalling your clock after replacing a broken crystal, check the spacing between the lugs on the back of the glove box door and the mounting flanges. The flanges should be bent to provide $1/32$ " clearance as shown in the diagram to the right. If this distance is greater than $1/32$ " it puts a strain on the crystal when the mounting screws are tightened.



Clock Crystal Breaking

For all '38 series

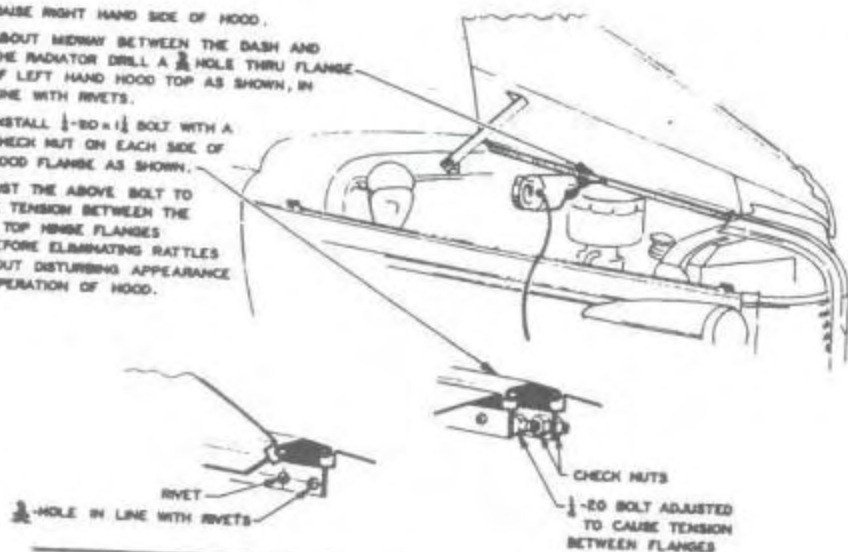


Fixing 1938 Hood Rattle

TECHNICAL TIPS

- 1- RAISE RIGHT HAND SIDE OF HOOD.
- 2- ABOUT MIDWAY BETWEEN THE DASH AND THE RADIATOR DRILL A $\frac{1}{8}$ " HOLE THRU FLANGE OF LEFT HAND HOOD TOP AS SHOWN, IN LINE WITH RIVETS.
- 3- INSTALL $\frac{1}{2}$ "-20 x $1\frac{1}{2}$ " BOLT WITH A CHECK NUT ON EACH SIDE OF HOOD FLANGE AS SHOWN.

ADJUST THE ABOVE BOLT TO CAUSE TENSION BETWEEN THE HOOD TOP HINGE FLANGES THEREFORE ELIMINATING RATTLES WITHOUT DISTURBING APPEARANCE OR OPERATION OF HOOD.



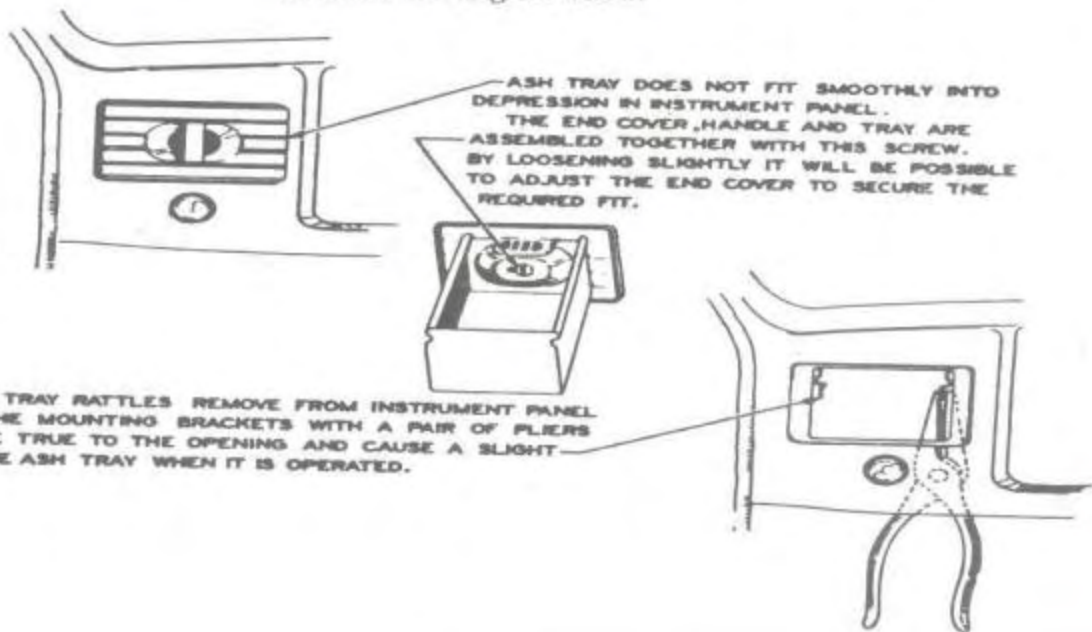
Some of the early production cars tended to have hood rattle. The was caused by a poor fit at the hood center hinge.

Instructions for eliminating the rattle are outlined to the left. A bolt with check nuts installed as shown can be adjusted to give the desired amount of tension between the hood hinge flanges, thereby reducing rattle. Care should be taken not to exert so much tension as to disturb the appearance or operation of the hood.

TECHNICAL TIPS

Ash Trays Aligning & Adjusting for 1938 all series

A good appearance of ash trays in the dash panel is a must for any car. To make your ash tray line up better follow the diagram below.



IF THE ASH TRAY RATTLES REMOVE FROM INSTRUMENT PANEL AND ADJUST THE MOUNTING BRACKETS WITH A PAIR OF PLIERS UNTIL THEY ARE TRUE TO THE OPENING AND CAUSE A SLIGHT TENSION ON THE ASH TRAY WHEN IT IS OPERATED.

Buicks from down under: featuring Jim Casey's (#1387) Buicks.

It has been said that Buick hit a styling high point in 1937 and reached the highest point in 1938. Quite often in motoring history the second version is often the best as it is usually more refined. George H Dammann's book *Seventy Years of Buick* claimed the 1938 models as 'absolutely beautiful'.

The calendar year sales topped at 173,905, a decrease of 23% over 1937, with Buick having 8.6% of the USA market for 1938. Buick moved into fourth place behind Chevrolet, Ford and Plymouth. The styling changed a little, but mechanically there were significant updates, the major one was the use of four coil suspension.



The Australian 1938 Buick 8/40 Coupe Sedan or sloper, as it was commonly called. This car resided at Daylesford, Vic, for many years in the 1970s.

BUICK'S BEST FOR 1938

Buick would have been the first major car maker to fit coils to the rear of the car. It did not come to Chevrolet until 1958, Ford in 1965 and Holden in 1971, to name a few. Coil suspension was soft (too soft for some) and they required shock absorbers at the time which were four times larger than normal. The battery location moved in closer to the engine under the hood and the engines received a new piston design, which gave more horsepower. What is seldom known is that Buick also had semi automatic transmission that was built on a 5 speed principle. So bad it was that Buick deleted the option before the end of the model run.

Cadillac and Oldsmobile persevered with the Hydra-Matic but Buick's Dynaflo was not to reappear until 1948. 1938 was the last year of the rumble seat convertible coupes and the last of the Convertible Phaeton where only 776 domestic and 170 export models were produced.

THE 1938 BUICK MODEL 40 IN THE UK

The Buick in the post-war period was a firm favorite with well-heeled Brits who could afford that type of car and its running costs. Buicks sold there were exported from Canada so received the usual Commonwealth preferences which kept the price around £510 for the Viceroy Model 40 sedan or saloon, which was the smallest of the range. Buick advertising was headed *'Canada Calling Britain'* - *Remember your forefathers founded the Empire. Support the Empire. Buy a Buick - Built in Canada. The finest car for the money.*

The Autocar magazine road tested a 1938 Buick on February 11, 1938, the top speed over the quarter mile was 84.91mph, 0-60mph was 17.3 seconds, with braking from 30mph on dry concrete, 29 feet. Autocar stated

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the leather interior was £15 greater in price than cloth and that the car came fitted with a Motorola radio at £20.

Like all Buicks of the day and years to come, the starter was activated by pressing the accelerator to the floor. Autocar found the car would pull away in top gear from 5mph, dropping to second gear from top was easy and second gear was not noisy.



STOP and get ready to move. You'll be surprised how often you find yourself standing still, waiting for a signal to move forward. But you can't move forward until you've stopped. And you can't stop until you've moved forward. It's a paradox. But it's a paradox that can be solved. The solution is to move forward and stop at the same time. This is the essence of the paradox of the arrow. The arrow is moving forward and stopping at the same time. It's a paradox that can be solved. The solution is to move forward and stop at the same time. This is the essence of the paradox of the arrow.

An Australian 1938 Buick advertisement from Walkabout magazine, February 1, 1938. The car most likely is an 8/60 model on a 126 inch wheelbase.

BUICK IN AUSTRALIA

Compared to overseas, Holden production was low volume and total sales for 1937 for all models from Cadillac to Vauxhall was just over 32,000 or was equal to one good selling model in the 1937-38 USA Buick model range.

Holden provided two similar bodies to suit the five popular GM models from North America, Chevrolet, Pontiac, Buick,



Line drawing from Australian Buick advertising for 1938 showing the Dynaflex engine and construction of the all-metal Holden body.

Oldsmobile and LaSalle/Cadillac, the bodies were adapted to the imported front clip from the dash and cowl which included a driving chassis and front sheet metal. Wooden dies were often sheeted in steel for dies of less than 3,000 pressings. This meant local bodies were cheaper to produce than imported ones because they were subject to heavy tariffs to protect the body building industry. In retrospect the Australian motor industry as we have today would probably not exist if not for the tariffs protecting the industry during the 1920s and 1930s.

Buicks were popular with politicians and those in the top end of town, plus well to do farmers and those in the horse racing industry. Sales in 1938 for Buick in Australia were good and only bettered by 1937 in the post-war period, they also slightly outsold Oldsmobile and Pontiac for 1938. The rarest Aussie Buick was the 1938 all-enclosed coupe (sloper) with only 43 being produced (see photograph above).



The coupe above and sedan below differ in trim, leather and cloth. The dash and window frames are painted in wood grain over metal. The last of the floor mounted gearshift until models of more recent times. Cream colored steering wheels were standard on priced models in the USA and standard on models sold in Australia; as Buick was in the range.

1935 Buick Century Sedan. Note the large headlights and driving lamps. There was a model Century, it was called the Limited, priced at \$2,000. The Limited was on a 133 and 140 inch wheelbase, the Century on a 126 inch and the Buick Wildcat on a 112 inch. In Australia Buicks in this period were the 8/40 Special and 8/60 Century. The hubcaps were the same on most models.



1935 Buick Century Sedan. The big Dynaflex straight eight engine was used up to 1952. Century models had 141hp @ 3600rpm. The hood opens from the front. Again this idea stayed with Buick into the 1950s.

BUICK CENTURY

One Of Classic Buicks



The Century sedan from the rear. Note the driver's spot lamp. The USA body has squarer rear windows compared to the Holden body cars but is similar in most other areas. 1935 was the first year that Buick used all coil springing. Buick was a major force in USA industry auto sales.

THE FEATURE CARS

1938 BUICK CENTURY SEDAN

By Jim Casey

To begin with I own two 1938 Buick Centurys, a Model 61, four door trunk back, six wheel equipped, and a Model 66S coupe, six wheel equipped. Both are Fisher bodied, left hand drive. The sedan was purchased in Chicago, USA, in October 1998, the coupe in May 2004. I had them shipped in a 20 foot container to Botany Bay and drove them home to Ulladulla, NSW. Each car is fully registered and are used as often as possible by my wife, Yvonne and myself.

The black sedan is lovely to drive and has cross ply wide whitewall tyres as you can see. It is a superb handling car especially at highway speeds of 60 to 70mph. It has a very soft ride due to coil springs front and rear with good shock absorbers. (Toyota Land Cruiser 1980-86 shock absorbers fit perfectly well.) The engine, a 320cid straight eight has plenty of torque, this car really loves to accelerate up hills. The petrol mileage is surprisingly good at 14mpg (US), but only on the flat, holding 50-55mph, otherwise about 11-11.5mpg (US), not bad for such a heavy car.



The sedan was completely reconditioned in 1977, including interior, paint and engine, and was then only used sparingly, about 4,500 miles.

It took me two and a half years to collect all the history on the past owners. Most of the search was done from Australia with one trip back to the USA to finalise facts. A lot of dead ends stopped me but some good people came forward and kept me going.

I intend to keep both cars in their original state, left hand drive, and with their authentic Fisher body accessories. As you are aware, Holden did their own thing with the imported chassis GM sent them. They did a great job but I prefer the original.

THE 1938 BUICK COUPE

The newly acquired 1938 Century coupe. I found it in the Buick 'Torque Tube' magazine for our 1937-38 Club, with a dozen or so Australian members, it is sent to me every other month. The editor, Harry Logan, now retired, owned the coupe and four other 1937-

38 cars. Since it was for sale, I jumped at the chance to own such a rare car, with only 1,991 produced.

Holden to my knowledge didn't produce coupes of this nature. The car was fully restored by Dave Lewis Restorations in 1994-98. A frame off job and fully documented with over 130 color photographs. I have the photo album. I met with Dave in Springfield, Illinois, in June 2004, and we had a great time talking Buicks, particularly about this coupe. Every nut, washer, bolt, screw, plate, panel, etc, was disassembled, reconditioned and reassembled. The result is a brand new 1938 Century coupe. Since restoration, the car has travelled only 2,500 miles of which Yvonne and I put on 900 miles driving the car from San Francisco to San Diego on Highway 1, the coast road, absolutely the thrill of my lifetime.




The car performed flawlessly. Those Buick engineers in 1938 knew how to design and build a great car and Dave Lewis stuck to the original specification. The red leather upholstery was installed in 1989 and it was not touched by Dave. It shows some wear but no cracks or splits. Some tender care and it will be great.

Everything on the car works of course, all lights, including dash, clock and glovebox. The car is remarkably quiet and I can't help but compare it to the sedan. Being 400 pounds lighter it handles easily and runs great at 70-80mph. This car was built for speed, it held the class record (that is 1938 Century coupe) for 25 years until 1953, when V8s finally caught up to and passed the big straight eight overhead valve design. Not a bad record for an engine that was basically unchanged since 1931. In California, the Ford people simply hated to race against a stock 1938 Century, you may have heard some of those stories. Terry Dunstan's book, 'The Buick, A Complete History', has some interesting tales to tell about Buick racing events. But back to my coupe.

The car was originally built at the Los Angeles plant and sold to a lady in Ketchum, Idaho. When she died she 'willed' the car to a close relative. He sold the car in 1978 to

a gentleman in Lions Bay, British Columbia, just north of Vancouver in Canada. Here it received a minor restoration, no engine work, a new paint job and other minor details.

The car was then sold to a man in Crown Point, Indiana, in 1981. This man sold the car four years later to a man in Winchester, Virginia. This owner happened to be a 1937-38 Club member and then sold the car to my friend, the Club Editor, Harry Logan, of Los Altos, California. Harry took the car directly to Dave Lewis Restorations and there it stayed for four years, getting a complete restoration. Dave told me that the car was remarkably free of rust or any serious damage.

I was lucky enough to meet so many owners and others involved with these two cars. In the case of my sedan, only the original owner has passed away. With the coupe, only the first two owners are deceased. It has been a lot of fun chasing down these cars and the people who owned and drove them over the years. It is a little difficult when I am so far away from the sources, but it gives me a good reason to go back to my home town, Chicago, and do all these good things. 

1938 BUICK CENTURY MODEL 61 SEDAN

Frame Number: 13271233, Engine Number 63407221.

Build Date: Oct 27, 1937, Flint, Michigan.

Sold By: A.W. Breyer & Co, Norfolk, Nebraska.

OWNERSHIP HISTORY

1938 Fred and Cathy Deutsch, Norfolk, Nebraska.

1943 John Pfeil Hader, Nebraska.

1956 Lloyd Heckman Pierce, Nebraska.

1970 Clayton Lenox, Norfolk, Nebraska.

1974 Melvin Miller, Pierce, Nebraska.

1975 Stanley and Tippy Johnson, Wayne, Nebraska.

1977 Charles & Joanne Wilson, Oshkosh, Wisconsin.

1979 Rev Richard Frasier, Lake Mills, Wisconsin.

1980 Herb and Alice Henke, Portage, Wisconsin.

1995 Wayne Busse, Mt Prospect, Illinois.

1998 Jim and Laurie Casey, Kings Point, NSW, Australia.

SPECIFICATIONS

MAKE Buick, YEAR 1938, MODEL 61, SERIES 60 Century Sedan. OWNER Jim and Laurie Casey. BODY TYPE 4 door touring sedan with trunk back. Advertised Delivered Price \$1,297. Frame Number 13271233. Engine Number 63407221. Body Number 2588. Fisher Body Style Number 38-4819. USA Production 12,354. Export Production 309. Total Production 12,673. Export Production LH Drive 291. RH Drive 18. Total All Model Year Buick Production 168,889. Passengers 5. Wheelbase 126in. Shipping Weight 3780lbs. Standard Production Tyre Size 15 x 7.00. Optional Side Mounts \$45. Engine Configuration 8-IL OHV. Bore 3 7/16. Stroke 4 5/16. Engine Cubic Inch Displacement 320.2. Engine SAE Taxable HP 37.81. Advertised HP 141 @ 3600. The serial number is stamped on a plate attached to the right frame rail just ahead of the right front body bracket. The first digit of the serial number designates the assembly plant location. 1 = Flint, MI. 2 = South Gate, CA. 3 = Linden, NJ. The engine number for all series is stamped on a raised boss on the right side of the engine, located below and toward the rear of the push rod cover. Fisher body information is stamped on a plate attached to the right side of the firewall. 1938 engines used new 'turbulator' pistons, which were responsible for a 11hp increase over 1937. The batteries were now located under the hood instead of under the front seat, and rear coil springs were first used in 1938. Also new were a combination choke and starter switch, an improved steering wheel design and a newly styled grille.

SERVICING BUICK REAR AXLES

Reprinted from *Motor Age*, September 1937

Servicing Buick rear axles isn't any more difficult than servicing other types of axles and while every mechanic has overhauled rear axle assemblies of various makes and designs, the service procedure as recommended by the Buick factory is of considerable interest. Furthermore, a good deal of the Buick procedure is applicable to other makes of axles.

All 1937 series of Buick rear axles are of the semi-floating tube type with the load carried on the axle shafts. A torque tube is used to take torque and driving reactions, with the exception of the 1937 series 40 and 60, which use hypoid reduction gears. All series use spiral bevel pinion and ring gears. In this connection, the same adjusting procedure is followed for both spiral bevel and hypoid gears.

On 1937 models the hob flange is forged to be integral with the axle shafts as shown in the illustration.

On the series 40 and 60, the shafts are retained by the horseshoe or "C" washers recessed in the differential side gears; end thrust on the gears is taken by a steel spacer block in the center of the differential. Clearance of the spacer blocks and axle shaft ends should not exceed .008 inches.

In the case of the 80 and 90 series, the end thrust is carried by a malleable casting and the shafts are retained by a nut and cotter pin.

To remove the axle shafts, remove the wheels and then the horseshoe washer or nut and cotter pin (whichever the case may be) from the inner ends of the axle shaft. The axle shaft can then be withdrawn.

Two leather oil seals are used on the rear wheels of all Buick 1937 cars. The inner seals are pressed into the housing. In the case of the 40 and 60 series, the oil seals can be taken out by removing the backing plate and a spacer. The outer retainer can then be removed. Next, pull the bearing so the inner oil retainer can be removed.

On the series 80 and 90, the oil seal is assembled in a retainer, which is bolted on the brake backing plate. Removal of the brake backing plate permits removal of the retainer. Then, after pulling the wheel bearing, the inner oil seal can be withdrawn. This retainer shouldn't be bolted up tight until the axle shaft is in place in order to permit the seal to center itself on the axle shaft.

In addition to the outer retainers, there is also an oil baffle at the differential ends of the

shafts.

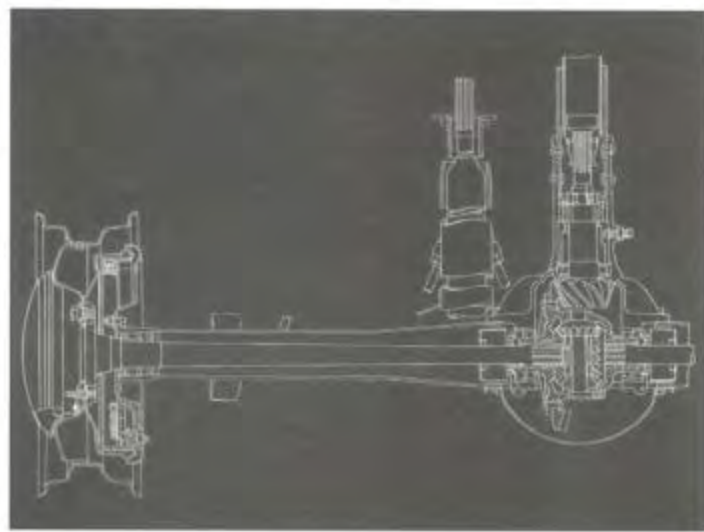
When, as the result of improper or insufficient lubrication or other abuses, it becomes necessary to replace the pinion and ring gear, the first step is to raise the rear end of the car by means of a chain hoist. Remove the axle shaft, then disconnect the universal joint, brake lines, and the spring from the rear axle. The rear axle assembly can then be rolled out from under the car.

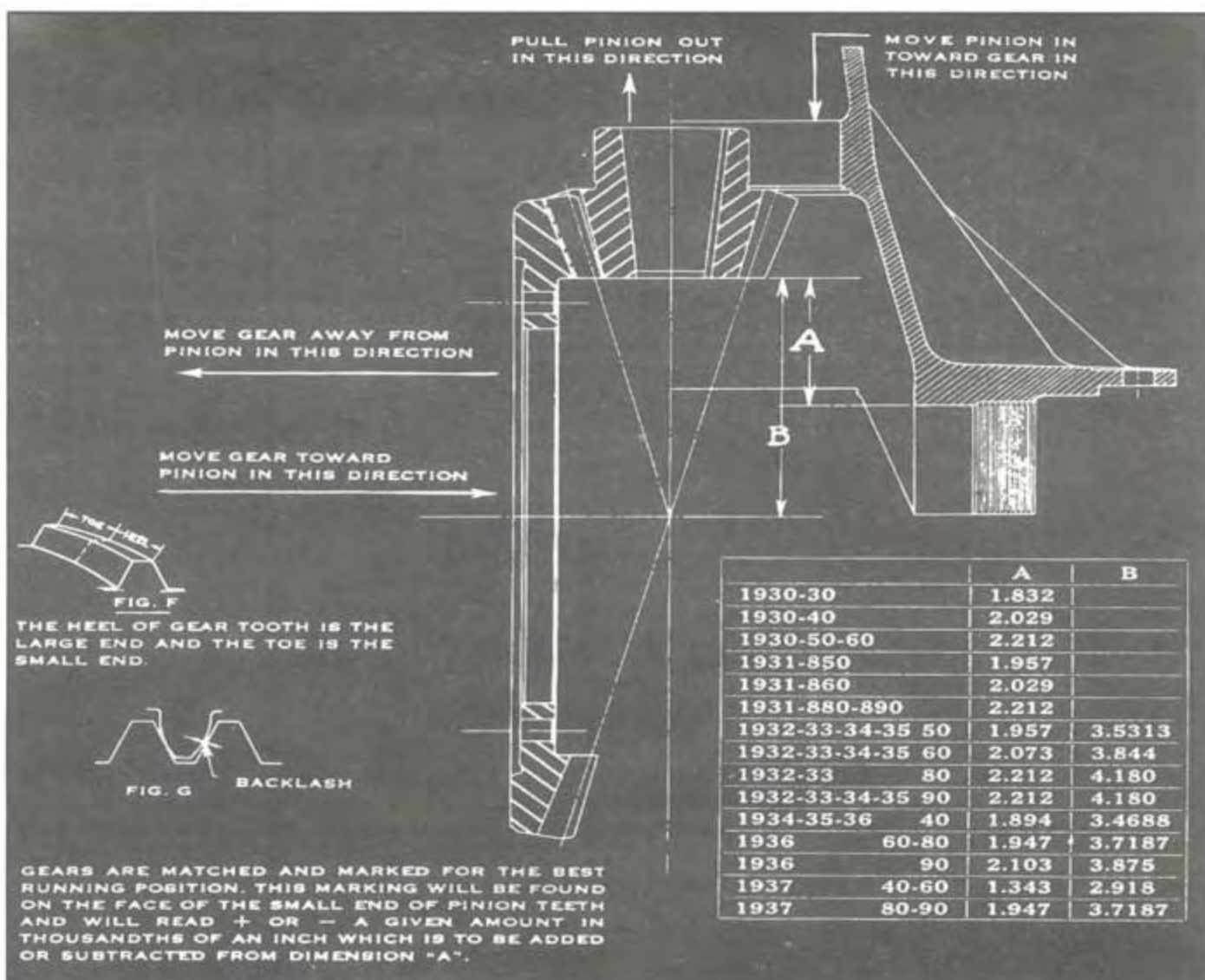
Remove the differential cover and then the caps from the differential bearing. This will permit removal of ring gear and differential assembly. Drill out the ring gear rivets, using a 3/8-inch drill. (Do not cut rivets with a cold chisel, as this will distort the differential case.)

Next drive out the rivets, taking care to back up the case. After removing the ring gear, check the ring gear flange on the case for run-out. Mount a dial gauge can do this. If the run-out is in excess of .002 inch, the case should be trued in a lathe or replaced.

With a file remove any burrs from around the rivet holes. Then temporarily bolt the gear to the case using 5/16-inch-diameter bolts placed in alternate holes. Then rivet the ring gear to the flange, placing the rivets in the holes between the bolts. Do not work around the gear when riveting but, after heading up one rivet, the next one to be headed should be diametrically opposite the first. Rivets should completely fill the rivet holes and should extend 5/16 inch beyond the flange before heading.

Do not heat the rivets but use a riveting fixture and rivet set for the job.





Check for run-out at the back of the gear which should not exceed .006 inch.

Now to replace the pinion, file off one head of the straight pin, which passes through the shaft coupling and the propeller shaft. Pull the pinion shaft from the propeller shaft using a special puller. Pry up the staked section of the pinion-bearing nut and remove nut, gripping shaft on splines. Press off pinion front bearing using blocks under outer race.

To reassemble with the necessary new parts, drive the bearings on the pinion shaft using a piece of tubing that is sized so that it bears directly on the inner race. Assemble pinion-bearing nut and, after drawing it tightly, stake it into the notch of the pinion shaft.

Assemble pinion shaft to propeller shaft using a special pusher. Then, using a new pin, rivet over both ends.

In connection with the installation of a new pinion and ring gear, which are only supplied in

sets, the Buick Company supplies a container of Hypoid S.A.E. 90 lubricant, the same used in production. New gears must be "broken-in" the same as a new car, even though this special lubricant is used.

There are two methods by which the pinion and ring gear can be adjusted. One is the familiar white- or red-lead method.

With the latter method, the gear teeth are given a light coat of the lead and the gears are run slowly with the engine in first speed and then reverse. Also, apply the brakes. By examining the contact marks on the gear teeth you can determine whether the pinion should be moved forward or backward or whether the ring gear should be moved to the right or left. Details of this test are given in one of the illustrations.

The other method of pinion and ring gear adjustment utilizes a special gauge. A definite setting for pinion depth is determined during manufacturing by testing each set of gears. These set-

tings are marked on the toe end of each pinion and read plus or minus a nominal amount in thousandths of an inch.

A plus marking indicates that the pinion is to be set away from the centerline of the axle. That is, toward the front of the car. A minus marking indicates that the pinion is to be moved toward the centerline of the axle. The method of mounting this gauge on the 1937 Buick rear axles is illustrated.

The setting gauge carries a table with the nominal dimensions for the various cars. The nominal dimension figure shown is the amount the micrometer pointer is moved from the zero mark for each different model's pinion depth.

To locate pinion adjust micrometer the amount should on the table. This is the nominal setting for the pinion. Next, move the micrometer pointer the amount given on the end of the pinion gear. If a plus mark is shown, adjust pinion in or away from the centerline of the rear axle. If a minus mark is shown, adjust the pointer out or toward the centerline of the axle.

The next step is to place the gauge in the differential carrier pedestals and, with the pointer against the end of the pinion, move the pinion in or out using shims until the pinion is at the nominal depth, plus or minus the amount marked on the pinion.

On all 1937 Buick cars, the pinion depth is controlled by means of shims placed between the other row of the double row ball bearing and a shoulder on the housing. Adding shims moves the pinion toward the center of the axle.

The Buick Factory instructions for the adjustment of the differential side-bearing are as follows:

- 1—Remove the adjusting nut locks.
- 2—Back off right bearing cap screws one and one-half turns and tap cap lightly with hammer to free bearing race and adjustment nut.
- 3—Mark positions of both adjusting nuts.
- 4—Watch outer race of right-bearing turn with adjusting nut, as nut is slowly backed off and stop when the race stops turning. Mark this new position of the adjusting nut and return to original position. Repeat the procedure, backing off the adjusting nut and stop again when the bearing race stops turning with the nut. This should be the same as before and the number of notches between original position and "free" position the nut are the "notches tight" of the bearing. The correct adjustment must not be less than 1 notch or more than 1 1/2 notches tight.
- 5—If the bearing race did not turn when backing off the adjusting nut, the bearings have "lapped"

free, or one of the bearings has "locked" and turned on the hub of differential case. Before investigating further, determine how loose the bearing was by drawing out the adjusting nut until the outer race just starts to turn with the nut.

6—Equalize the adjustment between right and left bearings; i.e., if the race started to turn with first movement of the nut "in" but did not turn when backing "out" of the nut, tighten the right nut one notch and tighten the left nut one notch, for a total of two notches tightened overall.

7—Draw down cap screws lightly and tap both caps with hammer to permit seating of bearings, and then tighten down cap screws.


NOTE: When differential side bearing adjustment is found to be less than one notch tight, investigate the cause. Look for side bearing loose on hub of differential case for ball bearing failure.

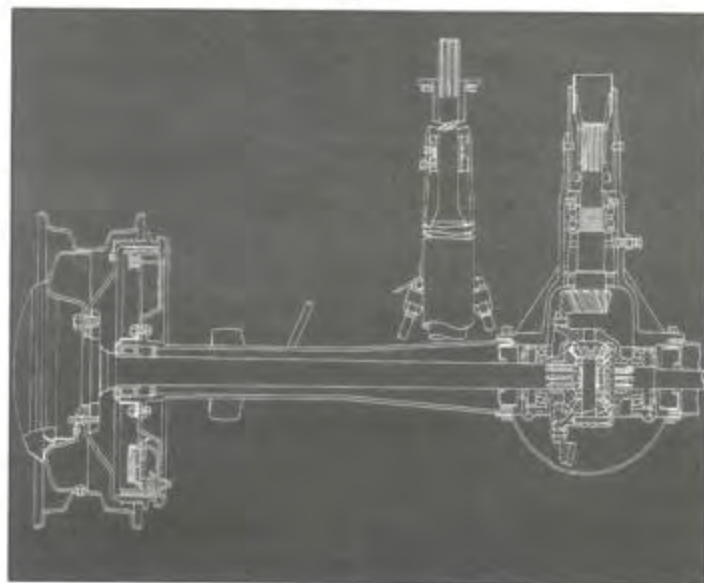
Ring Gear Backlash Adjustment:

1—Thoroughly wash all oil from gear teeth of the gear and pinion with clean gasoline.

2—Inspect adjustment of differential side bearing as instructed above.

3—Clamp dial indicator, which is graduated in .001 inches, to axle housing rim so that the indicator button bears against the working surface of a ring gear tooth near the other side of the gear, and to indicated movement in the direction that the gear rotates.

4—Lightly rock the gear back and forth to take up all clearance between the teeth of the gear and pinion, using care that the indicator light is adjusted to give accurate readings. Very important: this should not be less than .006 inches, or more than .010 inches for new gears; however, there can be a slight increase over .010 inches for gears which are not worn. 



ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the *Torque Tube* will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Inquire about our business ad rates.

Mark Jordan: 415-203-4180—torquetube3738@yahoo.com

Our organization encourages membership in the Buick Club of America. Information on membership can be obtained by calling 614-472-3939, or e-mail bcaoffice@buickclub.org.

PARTS FOR SALE

1938 Roadmaster Parts

Bumper brackets...\$100 set
Gas tank straps...\$40 pr.
Headlight housings...\$20 ea.
Hood sides...\$125 pr.
Hood side stainless...\$40 pr.
Hood top pieces...\$150 pr.
Mudguard (inside rear fender)...\$40
Nose piece (sheet metal)...\$45
Radiator "U" with headlight panels...\$75
Rear window reveal moldings (exterior)...\$50 pr.
Running boards (3 sets) prices per set...
\$60—\$180
Running board brackets (bd blstd & primed)...\$50

Shipping and handling extra

Bill Rossiter (#947)

**16165 Reiner Cir., Riverside, CA 92504
951-789-0022**

'37 Grille in vg condition... \$500
'37 Grille set, needs re-chroming... \$200
'38 Grille in vg condition... \$500
'38 Front fenders, excellent condition... \$500-1,000 pr.
'38 Grille, left half, good condition... \$150
'38 Special hood, vg condition... \$100
'38 Special hood side panels, vg condition... \$100 set
'38 Deck lid, good condition... \$100
'37-'38 Doors, many, what do you need... \$100 ea.
'37-'38 Bumpers, vg condition... \$100 ea.
Misc. heads for both series engines... \$95
Small series engines... \$100—\$300

Lots of '37-'38 parts. All prices, plus S & H

Lloyd Ikerd (#1612)

949-640-8200

elzefargo@msn.com

1937 Buick Special Parts For Sale

Rear shocks (pair), good+...\$150
Bell housing cover...\$15
Fan blade...\$10
Fan pulley...\$8
Front spindles (pair), exc...\$100
Grille (repo) left side nose...\$125
Front ashtray...\$10
Water pump (needs rebuild)...\$25
Sun visor chrome bracket (left), v.g...\$20
Robe escutcheons good...\$10 pr.
6V defroster or heater motor (n.o.s.r./new)...\$15 ea.
Heater/defroster switch (taupe), lights, after market...\$10
Map light...\$5
Trunk emblem license plate glass (clear)...\$10
Set engine pans (pair) very good...\$50
New 50 cp bulbs for headlights...\$12 pr.
New 50 cp bulbs for driving lights...\$12 pr.
32 cp headlight bulbs...\$5 pr.
32 cp driving light bulbs...\$5 pr.
Wheel hubcap clips, N.O.S...call
Tail lights complete, good...\$65 pr.
Torque tube...\$100
Differential gears, complete...\$125

Axles (pair), good...\$75
Front brake drums...\$35 ea.
Rear brake drums...\$35 ea.
Used brake shoes, good...\$30 pr.
Radiator, good core needs minor repairs...\$100
Dash, good...\$75
Garnish moldings for four-door...call
Rims 16" (3), good...\$45 ea.
Oil pan...\$25
Lifter cover...\$25
Lifter assembly...\$40
Headlight bucket (left)...\$25
Steering column...\$75
Front wheel bearing, 2 sets, used, v.g...\$35 pr.
Brake backer plates...\$20 ea.

The larger, heavier items below I will not ship, but I will be willing to bring them to 2005 BCA Nationals.

Transmission...\$125 Block...\$100 Head...\$75
Crank...\$50 Nose assembly...\$125

Jerry Root (#422)

**71 South Pollard Drive, Fulton, NY 13069
315-598-2319
buickboy@twcny.rr.com**

1938 Parts

- Roadmaster doors, front & back exc...\$20 ea.
- Inside garnish molding except windshield...\$30
- O.S.S.S. molding except hood, all...\$40
- Radio...\$150
- Special hood top & sides...\$100
- Roadmaster wheel fender, poor shape with brackets...\$250
- Used piston & rods...\$10 ea.
- Rear window shade roller & brackets...\$20

J.W. Pascoe (#881) 906-786-4322

- 1937 Roadmaster sedan passenger side front fender—nice shape, one minor crease...\$125
- One gas cap, nice condition...\$5
- Bumper guard needs rechrome...\$7
- Voltage regular n.o.r.s. criterion brand in original box...\$35
- Please add 15% for shipping

**Lewis Cohen (#584)
58 North Racebrook Rd.
Woodbridge, CT 06525,
203-397-8723**

Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Needs to be refinished.

**Rick Yost (#1704)
805-374-9093
rednyld@aol.com**

1938 ALL SERIES 40 PARTS

Complete engine—less intake manifolds. Includes starter, gen. carb, air cleaner, etc—ran but smoked when removed...\$350 Transmission...\$125
ANY REASONABLE OFFER PLEASE!
I DON'T WANT TO SCRAP IT!

**Dale Crist (#840)
303 N. Athletic St.
White Pigeon, MI 49099
269-483-9175**

1937 Buick Special Coupe

- 1 pr. running boards, with new rubber covers...\$250 (installed on the wrong sides, but easily re-installed properly)
- 1 pr. headlight buckets...\$75
- Original windshield wiper vacuum motor...\$35
- Original 4.40/1 rear axle ring and pinion gear with drive-shaft...\$200
- Original 3-speed transmission...\$250
- Original dome light...\$75
- Chrome turn signal unit (after-market) \$35
- Original intake and exhaust manifolds, with rebuilt Stromberg carburetor and linkage, exhaust riser, valve works...\$250
- 6.50x16" Firestone bias-ply tires, in very good condition with tubes...\$300
- Original 6-volt starter motor...\$75
- Original 6-volt generator...\$75
- Original split front bench seat, with new beige cloth and vinyl upholstery...\$200
- 1 pr. original door handles, one locking...\$75
- Original trunk handle...\$50

**Jerry Maak (#1812)
343 Eastern St. New Haven, CT 06513
aurhaus@yahoo.com
Phone: 203-468-9880 Cell: 203-687-7649**

1937

- Front lower motor mount...\$15
- 40 ser. 2nd speed gear...\$45
- 40 ser. main drive gear...\$45
- 40, 60 ser. differential bevel side gears...\$20 ea.
- 40, 60 ser. locking door handle, 1st type w/offset shank...\$30 ea.
- 40 ser. steering gear pitman arm...\$30
- 1938
- 40 ser. clutch release rod adjustment nut...\$4
- License plate lamp lens...\$4
- Temperature gauge assembly...\$100
- 80, 90 ser. pitman arm...\$30
- Right taillight door, used...\$10
- 80, 90 ser. differential side gear bevel thrust washers...\$3 ea.
- 40, 60 ser. outer tie rod ends, n.o.r.s...\$20 ea.
- 1937—1938
- 40, 60 left front shock absorber...\$125
- 40 ser. Transmission, 2nd and 3rd speed shifter yoke...\$15

- 40 ser. transmission reverse idler gear thrust washers...\$3 ea.
- 40, 60 ser. pinion bearing locknut...\$3
- 40 ser. intake, exhaust valves, specify...\$8 ea.
- Rear-axle pinion-bearing lock screw...\$1
- 40, 60 pitman shaft bushings...\$15 pair
- Headlight dimmer switch, n.o.r.s...\$10
- 80 ser. outer front wheel bearing...\$25 ea.
- 40, 60 ser. intermediate steering arm bearing kit, n.o.r.s...\$30 ea.
- Outside door handles, used. 3", 3 5/16" shafts, 4 15/16", 5 1/4", 5 1/2" tall...\$10 ea.
- 40, 60 ser. left steering knuckle with bushings...\$40
- 40, 60 lower outer pivot pin kit, n.o.r.s...\$25 ea.
- Ignition point set...\$7 ea.

All parts n.o.s. except as noted. Add 15%
\$3.50 min. postage

**Bob Graves (#1136)
21 Ferry Rd. Salisbury, MA 01952
978-463-0715**

For Trade

Intake manifold for '37/'38 320 engine, sandblasted and painted with POR 15 manifold paint. To trade for intake to fit a '49 320 engine.

For Sale

Later 320 engine water pump cores suitable for rebuilding. Part numbers 339915-6 and 1336756-1C.

\$1 each.

Front half of "flywheel cover" plate to fit a Dynaflo to a 320 engine. Part number 1328296. \$10.

Malcolm Fischer (#1746) Alberta, Canada
sandguys@telus.net
403-742-1663

Four 1938 Hirsch reproduction hubcaps for GM built car. Never been installed. All four: \$280 plus shipping.

Jack Remesoff (#562)
6307-45 Ave.
Camrose AB, CANADA T4V 0C3
780-672-4722

1941 Buick 40/50 Series, NOS front exhaust manifold piece with heat riser (for split exhaust with dual carb set up) \$250.00, plus shipping and handling

Bill Rossiter (#947)
16165 Reiner Circle
Riverside, CA 92506-6150
951-789-0022

1938 Buick Special parts
Rims (5) 16" black with white stripes, including beauty rims and hub caps...\$350
Straight-8 engine and transmission, approx. 69,000 miles, good cond...\$1200
Rear axle and front axle...\$350
Will not ship parts, but open to offers.

Chris McLaughlin (#1632)
53 Church St., Stonington, CT 06378
860-460-0767
chm@terrafirmas.com

Complete differential for '38 special, this from a low mileage (37,000) car. \$100.00 plus shipping.

Pat Jacobs (#1308)
360-568-3212
patlyndell@yahoo.com

Two pieces of rear-door window glass to fit 1938-41. They're tinted glass; I'll send them to anyone who can use them for no more than the cost of shipping.

Paul DeLucchi (#1246)
pauldelucchi@earthlink.net

1937 Buick Roadmaster 81 4-dr Sedan
Fenders, nose sheet metal, grille, doors, trunk lid, frame, etc.
Call or e-mail me with needs.

Jim Garrett (#1826)
207-929-8035 or patjim@sacoriver.net

Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Needs to be refinished.

Rick Yost (#1704)
805-374-9093
rednyld@aol.com

'37 Buick Century fenders, good condition...\$50 plus S & H.

Dick Schnitzer (#1393)
248-685-2829
mschnit354@comcast.net

4 '38 Hubcaps vg - no cracks...\$85
60-80 Series dry air cleaner unit...\$150
60-80 Series closed car radio and speaker...\$175
'38 Tail lite complete...\$110
'38 Dash radio grille...\$50
'38 Grille...\$200
'38 Hood ornament...\$60
'38 Inside & outside door handles & knobs, some with keys...\$20 to \$70
'37 Clock complete but faded...\$40

Art Fensod (#1758)
357 Country Lane
Loudon TN 37774
865-408-0525

- '37 Auxillary speaker...\$75
- '37 Master heater...\$75
- '37 LS Stromberg AA2...\$250
- '38 Master heater with defroster...\$100
- '38 Special rims exc. cond...\$75 ea.
- '38 Special 3.60 rear end complete...\$600
- '37 & '38 parts:
 - LS air cleaner...\$125
 - Limited dome light...\$75
 - Coupe opera seats complete...\$600
 - LS sparkplug cover...\$100
 - Sidemount lock...\$25

- LS oil bath air cleaner...\$125
- SS & LS generators...\$75-\$100
- Horn rings...\$100
- Century running board cores...\$300
- Special running board cores...\$200
- Call w/ your needs, always parting '37 & '38s

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
763-427-3460

1937-1938 Parts for Sale

- '37 repro, silkscreen glass speedometer, radio and clock...\$100
- New '38 Century Stainless "hood hinge"...\$175
- S/M badges Buick...\$65
- '38 Century hood sides, left and right...\$150
- '38 Century hood, left side only...\$75
- '38 Century hood sides, left and right...\$150
- '38 Century hood side, right only...\$50
- '38 Century hood side vent, right and left...\$75
- '38 Century hood stainless...\$75
- '38 Century hood lock mechanism...\$50
- Large series fuel pump rebuilt...\$75
- '38 Special hood, right and left, with hinge...\$150

- '38 Special hood sides, right and left...\$150
- '38 Special hood stainless, left and right...\$120
- '38 Special tail lights, pair...\$75
- '38 Special front suspension, hub to hub...\$200
- Large series dual carb manifold...\$250
- "Y" pipe to create dual exhaust...\$50
- '38 repro grill, left and right, cast aluminum...\$250
- '38 Special radiator...\$75
- '38 heater...\$50
- Shipping will be added to all purchased parts and is not included in price above.

Rod Phillips (#1644)
913-481-6763

- '38 N.O.S. right grille half, not plated, excellent...\$190
- '37 & '38 N.O.S. grille bug screen w/Buick logo & hardware...\$180
- '38 Battery lock with key, excellent...\$54
- '37 & '38 sidemount lock with key...\$65
- '37 & '38 N.O.S. sideview mirror w/ thermometer (non-convertible)...\$225
- '37 & '38 N.O.S. Delco coil...\$95
- '37 & '38 N.O.S. Delco voltage reg...\$175
- '37 & '38 guide headlight lenses (pair left & right)...\$255
- '37 & '38 ignition switch box, good, used...\$40
- '37 bronze ashtray with front-end casting of car N.O.S....\$215
- '37 three vibrant color posters 21"/16", full color, rare & frameable...\$50
- '37 & '38 Buick Safety Legion license tag metal badge, original...\$75
- '37 & '38 N.O.S. gas tank door lock, in box with key and instructions...\$83
- '38 Clock deletion plate, engraved with Buick 8...\$75
- '37 & '38 Fulton interior rearview mirror green flip down lense...\$57

- '38 to '40 Series 80/90 master cyl. kit Delco, N.O.S., rare...\$70
- '38 instrument cluster original, exc., complete...\$300
- '38 radio with knobs, not tested but complete and excellent...\$270
- '37 & '38 Red Crown air stem caps, set of four...\$12
- '37 & '38 cowl mount antenna, N.O.S., all mounting and leads, exc...\$167
- '38 Buick Announcement Magazine, full color foldout, all models...\$185
- '37 & '38 Convertible rearview mirror...\$260
- '37 & '38 instrument light and map light switch original...\$55
- '37 & '38 16-inch series 80/90 wheels, exc...\$400, set of four

Vince Truant (#1220)
1537 Charmuth Road
Lutherville, MD 21093
410-321-1938

Piston rings for a 40 series, 1938-style pistons. They are standard size. \$80.

William Schwantes (#878)
9973 County Valley, Glen Haven, WI 53810
608-794-2406

'37/'38 Intake manifold—complete
 '37 Headlight bucket
 Lower running board molding (one only)

Frank Cwikla (#1111)
608-547-9039
608-339-6297

PARTS WANTED

1937 horn ring for steering wheel

David Watson (#1863)
250-753-2997

Hubcaps for 1937 McLaughlin Buick

Kim Cousineau (#1884)
kcousine@iaw.com
905-892-3473

1938 Buick Factory Accessories Catalog

Dave Gelinas (#1078)
1131 Hayward St. Manchester, NH 03103
dlg@worldpath.net 603-0668-5587

Stromberg carbs for '38 and '39
AAV-26 for large series '39
AAV-1 for small series '38.
NOS starter switches for both
Complete rebuildable carbs & chokes for same.

Dave Lewis Restoration
3825 South Second Street
Springfield, Ill 62703 — 217-529-5290
Fax 217-529-8452

1937-38 Buick
rumble seat complete, or hardware to build one, including deck lid, seat brackets, etc.

Lloyd Ikerds (#1612)
949-640-8200

1937 or 1938 Special/Century Convertible 4-door Sedan
Front seat in good sound condition to re-upholster
2 removable door posts for top, solid rechromable
2 front window frames, solid rechromable (front door)
4-door Garnish moldings, solid rechromable
Top prices paid for good solid parts. No junk

John Sauers, 620 Wright Loop
Williamstown, NJ 08094

Complete rebuildable 1937 special engine and transmission.

Frank Freda (#1838)
frankfreda@cox.net
805-969-7500

Left rear fender for a special.

Dave Hill (#1755)
916-962-3020

1937 Roadmaster rear bumper gravel guard and running board's rear gravel guards.

John Welby (#1497)
1665 Shipman Rd.
Oxford, MI 48371
248-628-8787

Period and correct spotlight for a '38 Buick.
Heavy duty oil bath air cleaner for '37 Limited 90.

Wayne Miller (#1870)
2211 W. 500 N. Warsaw, IN 46582

Windshield wiper transmissions for a 1938 90L

Jan Burry (#1478)
315 Manitou St. Northfield, MN 55057, 507-663-0931

Two sidemount thread covers stainless steel trim pieces for a 1938 Buick Special. I believe the 1936 thru 1938 Buicks trim pieces will work. Or has anyone figured out a substitute?

Herbert Sutton (#4)
3760 Cleveland Hill Rd. Roseburg, OR 97470
541-672-8414 lrose@mcsi.net

Front drivers side bumper brackets
Rear trunk hold up latch for '38 Special

Daniel Gray (#1837)
916-721-3334

1936 OR 1937 Roadmaster pinion gear, part no. 1287780. or ring
Pinion gear set, ring gear, part no. 1287781.

1936 Century ring and pinion gear set, pinion gear part no. 1294231, ring gear part no. 1294230,

Tom Greer (#1378)
499 Hubbardston Road
Princeton, MA 01541 978-464-7725
wtgreer@ekmail.com

DELCO-REMY Distributor # 1110801 (fits 1938, 1939 & newer) prefer NOS, or a re-built with the Delco tag still on it

DELCO-REMY ignition coil #526-B (fits 1930's Buick through 1939) prefer NOS, or really good condition used

John Koutre (#593)
2331 Rainbow Dr., Plover, WI 54467
715-341-6188

New or like new cluster gear and low and reverse sliding gear for 1937 or '38 large series transmission

Bob Pipkin (#76)
2516 62nd Ave SE
Salem, OR 97301
503-363-4712
bcpip@mailstation.com

Good working set of trunk supports for a coupe.

Ken Hamilton (#1880)
562-430-7769
ohhiken@earthlink.net

CARS FOR SALE

'38 Buick Special, Model 48. 38,000 miles, all original interior. Was repainted correct color in 1979. Fourth owner with fairly detailed history. Wiring replaced for safety reasons, with new turn indicators, also new seat belts. 3.9 Century rear end. \$13,500

Pat Jacobs
360-568-3212
patlyndell@yahoo.com

1938 Buick 4DR slant back. Repainted correct grey, new interior, trunk interior restored too, steering wheel restored, runs great, is a nice driver in very good condition 44,500 miles. \$9,500 firm

Ed Johannemann (#1769)
703-360-4779 or Marjorie 315-947-5312.

1938 Century 4-door in restorable condition. Some parts missing, may part out. \$2000

J.W. Pascoe (#881)
906-786-4322

1938 Buick 41

Excellent restoration project, little rust, drive train in place but not drivable, 2nd owner, original title buyer responsible for removal and transport.

Chris Straub
610-751-6032

1937 Buick 91 Limited
The car is completely disassembled, but is all there.

All parts boxed and numbered.
The car is solid with very little rust, no major problems. Stored 60 miles east of Dallas, TX. Will take best offer, I lost interest and workplace.

Bob Flechtner (#1792)
5608 Encore, Dallas, TX 75240
Bob@Padgett.com
207-338-0832

1938 Buick Special 2 door. All original, 90 percent restored.

Runs and drives.
Includes rebuilt spare straight 8 engine. \$7,500

Jon Kaufenberg (#1881)
320-214-7411
jk2819@yahoo.com



1938 Buick Special 41
4 door trunk back, owned for 15 years complete exterior restoration, Botticelli Blue, 82377 miles, excellent runner, interior is all original with some moth holes and tracks. Believed to be 3rd owner. \$8500.00

Gus Schissler (#745)
Springfield, OH
937-399-0767



CARS WANTED

'37 or '38 Century 4-door sedan, a #2 car as a regular driver, quick sale, will pay market price.

Frank Freda (#1838)
Santa Barbara, CA
frankfreda@cox.net 805-969-7500

1937 Buick Century, must have sidemounts, in ready to use condition. Does not have to be a top show car, but no projects.

Mario Alpini 610-517-7872
Qualitymechanics@comcast.net

37 or 38 Buick 2 door convertible
John Quartner (#1829)
410-241-1414

1937 or '38 Century parts car or coupe or 2 door sedan
Walt Lopic (#999)
724-843-8206

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Ed & Joyce (#1897)
667 Zion Rd., Baraintown
Egg Harbor Township, NJ
08234

Richard Paley (#1898)
17 Lancaster Lane
Chestnut Ridge, NY 10952

Walter Palubiski (#1899)
6209 S.W. Arvor Grove Dr.
Corvallis, OR 97333

Brian Fyock (#1900)
325 Sanrue Dr.
Johnstown, PA 15904

Alan Wilson (#1901)
1601 Pebblestone Rd
Courtice, ON L1E 2H1
CANADA
37-80C-5

Alan Wilson (#1901)
1601 Pebblestone Rd
Courtice, ON L1E 2H1
CANADA
37-80C-5

Ronald Carlson (#1902)
19320 Citronia St.
Northridge, CA 91324-2111

Curtis Coulthard (#1903)
508 Lawndale Drive
Pearisburg, VA 24134

Wink Vogel (#1904)
6950 King George Hwy.
Surrey, B.C. V3W 4Z1

Paul Nielsen (#1905)
2260 W. 25th St.
Los Angeles, CA 94620

John Sullivan (#1906)
23 Sunderland Ave.
Rutherford, NJ 07070

Stephen Cudlip (#1907)
112 Porter St.
Oglesby, IL 61348

Don Helmrich (#1908)
1254 Wild Rose Drive NE
Palm Bay, FL 32905

Roy Reilly (#1909)
7825 Bryant Ave. North
Brooklyn Park, MN 55444

Charles Fellows (#1910)
321 Gus Rallis Dr.
El Paso, TX 79932
38-41-7

Everett Archibald (#1911)
503 Country Rd.
Windsor, VT 05089
37-61-5

William Hamilton (#1912)
2955 Lakeside Dr.
RR #3
Orillia, Ontario L3V 6H3
CANADA

David Chaney (#1913)
16127 E. Newton Pl.
Tulsa, OK 74116
37-46S-7

Michael Lewis (#1914)
522 Allola Dr.
New Brighton, PA 15066
38-40-8

Brian DePouli (#1915)
3026 Silver Birch Dr.
Charlotte, NC 28269
38-81-7

Nextor Murillo (#1916)
2511 Wood Opal Way
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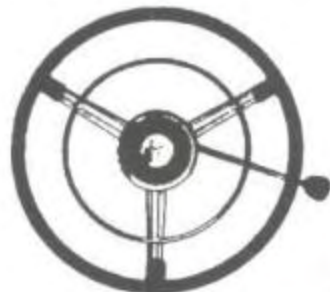
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